



c/o Parsons Brinckerhoff  
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ENVIRONMENTAL  
IMPACT STATEMENT

## COMMUNITY UPDATE MEETINGS SCHEDULED

The Community Update Meetings planned for May and June 2005 are follow-up meetings to the Talk Truck gatherings last summer. These meetings are designed to bring additional detail to residents who may be impacted by an alternative. The meetings in May will focus on the geographic areas where they are held. Residents in southern Salt Lake County are encouraged to attend the June 8 meeting in Riverton. Para su conveniencia los materiales de información serán proveídos in Español y tendremos representantes de habla Hispana en las reuniones para responder sus preguntas.

Mountain View Corridor EIS Community Update Meetings			
Date	Time	Meeting Location	Alignments Reviewed
Tues., May 17, 2005*	6:00-8:00 p.m.	Snow Springs Elementary* 850 South 1700 West Lehi, Utah	Utah County Alternatives in Lehi and Saratoga Springs
Wed., May 18, 2005*	6:00 -8:00 p.m.	Hunter High School* 4200 South 5600 West West Valley City, Utah	Salt Lake County Alternatives in West Valley City and Magna
Thurs, May 19, 2005*	6:00-8:00 p.m.	Matheson Jr. High* 3650 S. Montclair St Magna, Utah	Salt Lake County Alternatives in Magna and West Valley City
Wed., June 8, 2005	6:30-8:30 p.m.	Foothills Elementary 12717 Shaggy Peak Drive Riverton, Utah	Salt Lake County Alternatives in Riverton, Herriman, Bluffdale, South Jordan and West Jordan

\*If your property is within a quarter of a mile of an alternative in Lehi, Saratoga Springs, West Valley City or Magna, you should have already received notice of these meetings

www.udot.utah.gov/mountainview  
1-800-596-2556  
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### Need More Information?

#### Schedule a Presentation for your Group!

Can't attend a public meeting? Is your organization or group interested in a presentation? Call our toll-free comment line at **1-800-596-2556** to request a project representative to speak at your next meeting.

Las presentaciones del proyecto serán en Español también.



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# Results: A Public Involvement Report



Mountain View Corridor Environmental Impact Statement

May 15, 2005

## ALTERNATIVES DESIGN COMPLETE: IMPACTS ANALYSIS TO BEGIN

### Community update meetings will review location and width of MVC alternatives

Four Community Update Meetings are planned throughout the MVC study area in the coming month. The purpose of the meetings is to inform potentially impacted residents of the location and width of the proposed roadway and transit alternatives developed for detailed study in the Mountain View Corridor Environmental Impact Statement (MVC EIS). Residents will have the opportunity to talk to project representatives about the alternatives and see details regarding specific locations, keeping in mind that no decision has been made. (See page 4 for meetings schedule.)

Four alternatives in Salt Lake County and four alternatives in Utah County are still under consideration. During the past year, each alternative was designed to minimize impacts while accommodating the necessary width of the MVC freeway and transit way. The project team coordinated with municipal staff and major property owners while adding design elements such as transit station locations, interchanges, depressed sections, and park and ride lot locations. The design team also worked to maintain access to existing local streets and businesses wherever possible. The resulting design will be used for the impacts analysis. Maps of the design elements are available on-line ([www.udot.utah.gov/mountainview](http://www.udot.utah.gov/mountainview)) as well as maps of the location and width of each alternative. (See page 3 for more information about what you can find on the project website.)

No decisions about a preferred alternative will be made until impacts of each alternative are understood and evaluated. Impacts analysis can begin now that the location and width of each alternative is known. This analysis includes evaluation of residential impacts, social and economic impacts, wildlife and wetlands impacts, and cost; among others. The EIS team will also look at the potential impacts of tolling. The EIS team will take a balanced look at all impacts before identifying a preferred alternative. The public hearing for the Draft EIS is expected in late-2006, and the final decision is expected in 2007.

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## MVC Trails

Approximately 16 miles of trails are identified as part of the 35-mile MVC project. The MVC EIS team has identified several trail segments that would be adjacent to the freeway alignment and connect other existing or planned trails. A map showing the planned trail segments is available on the MVC website: [www.udot.utah.gov/mountainview](http://www.udot.utah.gov/mountainview).

PUBLIC SHARES THOUGHTS ON EIGHT CONCEPTS AT NEIGHBORHOOD "TALK TRUCK " GATHERINGS



Comments Received July thru August 2004

In July 2004, nine neighborhood gatherings were held in conjunction with the announcement of eight Mountain View Corridor concepts. Three gatherings were held in Utah County with 96 people in attendance. In Salt Lake County, attendance at six gatherings totaled more than 650 people. Residents met at a variety of locations in order to review the concepts and discuss them with project representatives. During the following two months, more than 900 residents, businesses, and other interested people commented.

Utah County residents were primarily concerned about how long before they would experience relief from traffic problems. While a high percentage indicated support for the Southern Freeway concept, many were concerned about the effect a freeway would have on the cohesiveness and rural feel of Lehi City. The MVC design team has worked to minimize impacts to residential areas, schools, and farms in Utah County.

More than one-third of comments from Salt Lake County were concerned about right-of-way issues including property acquisition, neighborhood disruption, and potential relocation. In response to these comments, we have added the Right-of-Way Frequently Asked Questions insert to this newsletter and are coming back to the neighborhoods with more detail. Secondary topics of concern were expanding east/west freeway options and using SR-111 instead of the proposed alignments. The MVC team reevaluated the SR -111 alignment to address this issue. (See SR-111 details at right.)

Other issues identified as important by those commenting include:

- Early notification of location and width of land needed and preferred alternative (See update meeting information on page 4.)
- Who is studying solutions for east/west transportation
- Perception of people in the 5800 West area that fewer people will be impacted on 7200 West
- Perception of people in the 7200 West area that fewer people will be impacted on 5800 West
- Concern that neighborhood, school, and church boundaries will be divided by major facilities
- Preserve corridors for the future now
- Stop further development until a decision is made
- Open up road on 7200 West between SR-201 and I-80 whether or not that alignment is selected

These opinions do not represent the views or positions of the project team, but of people who submitted comments.

**MVC Team Reconsiders SR-III**

**SR-III reconsidered, but not advanced for further study**

In response to public comments and the availability of new traffic data regarding the MVC study area, the MVC EIS team reconsidered a freeway alignment on SR-III. (Also referred to as 8400 W. and Bacchus Hwy.) Using the updated traffic information, the freeway on SR-III continues to perform worse than the freeway alternatives on 7200 West and 5800. A freeway on SR-III would have longer travel times and provide less congestion relief on other roads. Additionally, 170 properties along SR-III qualify as historic and are protected by federal law. The freeway alternatives on 7200 West and 5800 West have five to fifteen historic properties each.

A PICTURE IS WORTH A THOUSAND WORDS

Maps of design elements are available on the internet

**Finding Alternatives and Design Elements on the Internet**

**Step 1:** Access the project web site at [www.udot.utah.gov/mountainview](http://www.udot.utah.gov/mountainview)

**Step 2:** In the Quick Links box, click on **Alternatives maps and design elements**

**Step 3:** Select the map that represents the alternative you are interested in; a larger map will appear

**Step 4:** Above the map, in red text, click on the desired design element: **Roadway Interchanges and Lanes; Depressed Sections of Roadway; Transit Details, Trails**

To view a detailed aerial, skip step four and scroll down below the main map. Click on the coordinates listed in red text. For example, **157th to 144th**.

If you wish to leave a comment, click on **Comment on alternatives** in the Quick Link box.

Maps and illustrations related to the MVC concepts are available on the project website: [www.udot.utah.gov/mountainview](http://www.udot.utah.gov/mountainview). These maps and illustrations reflect the designs to date and present the roadway and transit features defined in order to assess impacts. The design elements are subject to change during final design of a selected alternative. Final design would take place after approval of the EIS.

The MVC website has updated maps of the eight roadway alternatives and two transit alternatives being studied in the EIS. The maps include information about: transit station locations; transit cross sections (how the transit line fits within the roadway); number of roadway lanes; roadway interchange locations; roadway depressed sections; roadway cross sections; and trail locations.

The website also includes updated maps that show the location and width of the alternatives, which depicts the land that would be needed for each alternative. These maps will be available on-line beginning May 16, 2005, or a segment may be requested by those without internet access by calling the MVC comment line: 1-800-596-2556.

Visual illustrations are also available on-line to help define key terms used in the design element maps. These terms include: depressed section; freeway and arterial; diamond interchange, single-point urban interchange and system interchange; collector-distributor and frontage road systems.

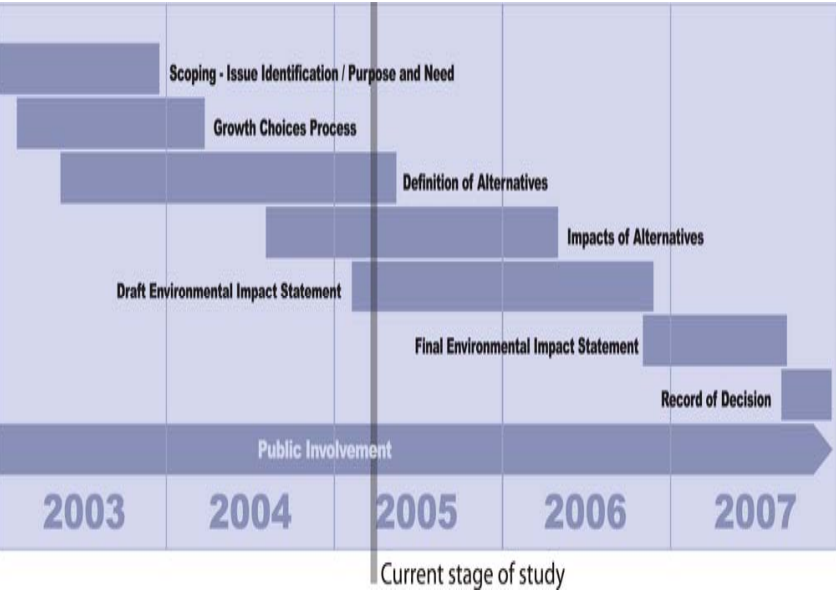
The maps and illustrations are located under the tab, "Alternatives Maps." Click on a thumbnail to see an enlarged image. Links to other details related to each alternative are available once the main alternative map is enlarged. Links to location and width maps are located below the enlarged concept map and may be viewed by segment.

NEXT STEPS: ROAD TO THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

During the next several months, the MVC Environmental Impact Statement study team will analyze the potential impacts of each alternative. This Fall, the MVC EIS team will meet with city councils in the study area to review results of the analysis.

A public hearing on the *Draft Environmental Impact Statement* is planned for late 2006. Detailed descriptions of each alternative and disclosure of anticipated impacts will be released for public review in the Draft EIS. The MVC EIS will hold a series of official public hearings to provide a forum for public review and comment.

If you would like to receive project updates via e-mail, please let us know by filling out a comment form on the web site, or by calling our toll-free comment line.





RIGHT-OF-WAY FREQUENTLY ASKED QUESTIONS *CONTINUED*

**I rent the home where I live. What happens to me if that property is acquired for the MVC project?** Tenants of rental properties will receive relocation benefits. If the property is acquired in advance of the need for the property, the tenant may be allowed to remain in the residence (under lease from the State) until the project begins.

**I want UDOT to buy my property now, is that possible?** In general, right-of-way acquisition cannot proceed until after the current study process is complete and a Record of Decision (ROD) is issued. However, “hardship” acquisitions can occur prior to completion of the study process.

A property owner must submit a letter to UDOT explaining the hardship to request a hardship acquisition. The letter must explain, on the basis of health, safety or financial reasons, that remaining in the property poses an undue hardship compared to others. The letter also must document that because of the impending project, the owner is unable to sell the property at fair market value, within a time period that is typical for properties not impacted by the impending project. Requests for hardship acquisition are reviewed by the Transportation Advisory Council and the Transportation Commission. The process can take several months.

**If UDOT only needs part of my property, will I be forced to live next to a freeway or sound wall? How will I be compensated?** In the event a project only impacts a portion of an owner’s property, UDOT will pay fair market value for the land and improvements that are actually needed for the project. If the front of the property or other portions of the property are not actually needed for the project but are directly “impacted” by the project, owners may also receive “proximity damages”. “Proximity damages” are only available to those whose property is directly impacted and the amount of compensation for these damages are determined by an independent appraiser. In addition to payment of “damages” and for property actually needed for the project, you may also be compensated for easement rights if they are needed for the project. The property may be purchased in total if determined appropriate on a case-by-case basis.

**Why are building permits provided in areas where a potential freeway is under study?** It is not within a city’s or state’s right to deny building permits to developers / builders who meet all requirements and want to develop their land. UDOT works closely with cities and counties during an EIS process to encourage developers to reserve land for future transportation improvements. In some cases, where the developer is willing, UDOT is able to purchase a portion of the land through Advanced Acquisition.

**If I choose to sell my home now, am I required to disclose UDOT is studying my area to build a potential freeway?** Realtors are required to disclose any information that may affect the property to a potential buyer. Individuals should contact their attorney if they have any questions regarding their responsibility to disclose information about the MVC study.

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RIGHT-OF-WAY FREQUENTLY ASKED QUESTIONS

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**When will we know if our house is going to be acquired?** The MVC EIS Team is currently considering a range of alternatives for both highway and transit improvements in the corridor. A preferred alternative may be designated in the Draft EIS (fall 2006) and will be designated no later than the Final EIS ( 2007). The designation of a preferred alternative will identify the *likely* route for the project. The *final* decision will be made by federal agencies in a Record of Decision (ROD) in 2007. Following the ROD, property acquisition may begin. Since there is no property acquisition or construction funding identified, it is hard to predict when acquisition would begin.

**How does the state acquire homes?** There is a step-by-step process that must be followed when land is acquired for a highway project. This process is defined in Federal and State law. Property acquisition procedures are described in detail on UDOT’s web site in the [Acquisition, Appraisal, and Relocation](#) section. This section of the UDOT web site includes a brochure on [property owner’s rights](#).

**How is the value of my property determined?** By law, State agencies must pay “fair market value” for private property. In most cases, the fair market value is estimated by an approved, independent appraiser. The appraiser evaluates the property and also researches the area for homes, or similar types of property with similar characteristics that have sold recently. The property owner has the right to be present during the initial inspection and can bring any characteristics pertinent to the appraisal to the appraiser’s attention.

In some cases, for uncomplicated, low value properties a full appraisal is not required. In these cases the “fair market value” may be estimated by agency (UDOT) staff using typical appraisal methods and verified sales data. These estimates are called “compensation estimates.”

After the appraisal or the compensation estimate is complete, the State offers to acquire the property at fair market value, as determined by the appraiser’s evaluation or agency’s compensation estimate. Under State law, UDOT’s offer must be based on these criteria and must be supported by documented justification. The owner has the opportunity to review the offer and either accept or reject it. Additional information about [property acquisition procedures](#) is available on UDOT’s web site.

**What if we do not accept UDOT’s offer for our property?** If, after the property owner has had the opportunity to discuss the offer with the State’s acquisition agent, the property owner does not accept the State’s offer, the State will notify the owner of their right to seek assistance from the State’s Property Rights Ombudsman. The State will also discuss other options for settlement, including the right to have the issues arbitrated or mediated. As needed, the State will also file an eminent domain law action in a State District Court. If the case proceeds to an actual court eminent domain hearing, the court will determine the fair market value of the property after considering evidence submitted by both parties.

If the State begins an eminent domain action, you should consult with your own attorney about your legal rights. At this time, or at any time during the acquisition process, you may also contact the [State’s Private Property Ombudsman](#) for advice about your legal rights.

**What assistance will I receive if I am relocated?** The State has a relocation assistance program that provides benefits for all those who are displaced by a highway or transit project (including residents, businesses, non-profit organizations, and farmers).

As part of this program, the State provides assistance in identifying replacement property. Replacement property must be comparable to the property that is being acquired, decent, safe, and sanitary.

The State also pays for certain specific relocation costs. These costs may include moving costs (packing, storage, shipping, etc.) as well as other costs associated with relocation. Relocation payments are separate from the payment for the fair market value of the property itself. More information about [relocation assistance](#) is available on UDOT’s web site.